Supplementary Regulations and Competitor's Vital Advice

Wild West International ProRally

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Wild West International ProRally Schedule

Monday, June 17th	•Entries Open
Monday, September 2nd	•Entries Close for International, National, and Dual entries
Thursday, September 5th	•Rally Headquarters Opens: West Coast, Hotel 4:00pm •Registration at HQ 1600-2000 for Manufacturers, FIA/CNAR and Seeds FIA, 0 and 1 •Scruitineering 1600-2000 International/National/Dual Only
Friday, September 6th	•Press Stage 0900 – 1200 hrs by Invitation Only •Course Notes Course 1300 -1500 hrs •Registration at HQ 1500 -1800 hrs International, National & Dual •Registration at HQ 1800 – 2000 hrs ClubRally only •Scrutineering, Olympia Dealer Mall Texaco, 1500 to 1800 hrs FIA/CNAR and National; and Dual. 1800 to 2000 ClubRally •Rally Staff Registration 1500 to 2000 hrs at the West Coast Hotel in Olympia (HQ) •Welcome and Rally Staff Appreciation Party 2000 to 2200 hrs, West Coast Hotel (all rally teams should have a member present) •ClubRally Licensing Seminar 1600 to 1800 hrs, West Coast Hotel •ClubRally Registration Closes
Saturday, September 7th	•Publication of Crews eligible to start International, National, and Dual 0800.hrs ClubRally 0900 hrs •Scrutineering, Olympia Dealer Mall Texaco, 0800 – 1000 hrs ClubRally Only •Parc Expose' 1000 hrs Thurston County ORV Park Ceremonial Start 1100 hrs •Parc Fermé' 1930 hrs Mason County Fairgrounds International, National & Dual
Sunday, September 8th	•Parc Fermé' Closes 0730 hrs International, National, & Dual •Parc Expose' 0800 hrs Downtown Shelton •First Car out 0900 hrs •Finish 1607 Little Creek Casino •Awards Banquet 1900 hrs Little Creek Casino

Organization

Organization

Organization/Promotion: SCCA Northwest Region

Sanctioning Bodies:
Federation Internationale de l' Automobile
ASN: Automobile Competition Committee for The United States, FIA, Inc. (ACCUS)
Organizing Club: Sports Car Club of America (SCCA), Northwest Region

Rally Definition

Name of the ProRally: Wild West International ProRally
Names of the ClubRallies; Sou'Wester Stages; Simpson Timber Stages
Name of Organizing Club: Northwest Region, Sports Car Club of America

Organizing Committee and Officials of the Rally

John Forespring, Rally Manager
Ron Barker, Clerk of Course
John Nispel & **John Forespring**, Deputy Clerks of Course
Rich Olmstead, Assistant Clerk of Course Safety
John Nispel, Assistant Clerk of Course Controls
Diane Duran, Assistant to the Clerk of Course Controls
Lynn Needham, Assistant Clerk of Course Results
Lee Chambers, KI7SS & **Paul Taylor** KC7LA, Co-Chiefs of Communications
Julie Douglas, Secretary to the Rally
Joe Noyes, Competitor Relations Officer
Kevin Pennington, Chief Scrutineer
John Forespring, Assistant Clerk of Course Stages
Ananda Siverts, Chief Spectator Marshal
Sherri Masterson, Assistant Clerk of Course Technology
Jim Culp, Webmaster
John Nispel, Worker Coordinators
Charlie Travaglione, **Rick Schmeling**, & **Gerald Lester**, Simpson Resources Liaison
Navonne Waterhouse, Registrar
Kevin Needham, EMT & Sweep Coordinator
Jon Cox, Parc Fermé' & Parc Expose'
Frank Hamilton, Law Enforcement Liaison
Tom Masterson, Electronic Advisor
Gene Nielsen, Sr. Advisor
Kim & **Jeff Craddock**, Merchandising Advisor
Joe Waterhouse, Announcer
Jerry Moon, Road Maintenance
Janell Mullins, Social Activities
Charlie Maloney, Assistant Social Activities

STAGE CAPTAINS: Diane Duran, Jerry Moon, Gloria Hale, Mike Nagle, Steve McQuaid, Greg Liukko & Mark Nolte

Permanent Address:

Northwest Region, SCCA Rally Phone: 360.943.2191
1405 Harrison Ave. NW, Suite 203; Fax: 360.956.9041
Olympia, WA 98502 E-mail: rallyhq@juno.com
USA Webpage: www.nwr-scca.org/rally/wildwest.htm

Officials of the Rally:

ASN/SCCA Liaison: **Kurt Spitzner**, Performance Rally Director
CNAR Observers: **Tom Burgess**, **John Shirley**, and **Kendall Russell**
SCCA Event/National Steward: **Dan Coughnour**
SCCA Safety Steward: **Rich Olmstead**
SCCA Event/ClubRally Steward: **Ron Barker**
Clerk of Course: **John Forespring**
Deputy Clerk of Course: **John Nispel**

General Conditions

Eligibility

Titles:

- This rally is an FIA listed event.
- CNAR entrants may count this event toward the Championship of North American Rallies
- National entrants may count this event toward the SCCA ProRally Championship.
- ClubRally entrants within SCCA may count the two ClubRally events toward any Division ClubRally Championship. ClubRally participants may count points as two coefficient 3 events.

Competitors:

- **FIA Entrants:** Driver and Co-Driver must hold an FIA Rally License. For insurance purposes, FIA license holders must have a membership in the Sports Car Club of America.
- **CNAR/National Entrants:** Driver and Co-Driver must hold both an FIA and an SCCA ProRally license or CARS or FMAD National License.
- **National Entrants:** Driver and Co-Driver must hold an SCCA ProRally License or FIA or CARS or FMAD National License.
- **ClubRally Entrants:** Driver and Co-Driver must be members of SCCA or join at the event. Both must hold a ClubRally or ProRally license or attend the ClubRally Licensing Seminar before the rally.
- Non SCCA Licensed Drivers and Co-Drivers need a free Crew License for Insurance purposes.

Description

Course:

FIA and National Event:

Total Distance of Course: 320.5 miles / 515.79 km
Number of Special Stages: 13 Total, Distance of Special Stages: 129.49 miles / 208.34 km
Number of Legs: 2
Number of Sections: 6
Type of Road Surface: Packed Dirt/Gravel

SCCA NPDivision ClubRallies:

ClubRally competitors will compete in two events. These rallys are run on the same roads and course as the National. A detailed routebook will be provided.

Sou'Wester, September 7th: Coefficient 3 Event
Number of Special Stages: 7 Total, Distance of Special Stages: 72.02 miles

Simpson Stages, September 8th: Coefficient 3 Event
Number of Special Stages: 6 Total, Distance of Special Stages: 57.47 miles

Eligible Cars

Vehicles entered in this event must be based on a model built by a recognized manufacturer per FIA and/or SCCA guidelines. The addition of underbody protection is permitted.

FIA Classes		**SCCA ProRally Classes**	**SCCA ClubRally Classes**
Group N	Group A	Open	Open
N4	A8	Group N	Production GT
N3	A7	Production GT	Group 5
N2	A6	Group 5	Group 2
N1	A5	Group 2	Production
		Production	Historic

Entry Form-Entries

Entries Open	Monday, June 17th, 2002
Entries Close International, National, Dual	Monday, September 2nd, 2002
Entries Close ClubRally	Friday, September 7th, 2002

Maximum number of entries 80

Entry Fees

Entry fees must be paid in full. Entry fees may be refunded in full to candidates whose entry has not been accepted.

Entry Fees include:
The entry fee for FIA/CNAR includes:

- One set of Route Books
- One Service Book
- One Service Vehicle Access Passes to Service Areas
- Press Stage
- Identification Credentials to be worn at all times

The entry for US National and Dual Includes:

- One set of Route Books
- One Service Book
- One Service Vehicle Access Pass to Service Areas
- Identification Credentials to be worn at all times

The entry for ClubRally Includes:

- Two ClubRally Events
- One set of Route Books
- One Service Book
- One Service Vehicle Access Pass to Service Areas
- Identification Credentials to be worn at all times

Advertising

Event sponsor decals must be placed in the designated areas of vehicles. Competitors not wishing to carry these decals may pay a fee equal to the entry. SCCA sponsor decals must also be displayed in designated protected areas. Waiver of display for this advertising must be made by SCCA officials.

All other advertising is allowed unless considered offensive by the organizers.

General Obligations

Safety Equipment:
Competitors must utilize required safety equipment throughout the rally. This includes but is not limited to: driving suits, helmets, fire extinguishers, and safety harnesses.

Damage to Property:
An incident report must be filled out and submitted to the Deputy Clerk of Course or Safety Steward within a reasonable length of time following the incident and prior to posting of provisional results.

Plates-Numbers:
SCCA Drivers are issued permanent car numbers and plates each competition year. Competitors who do not have designated permanent SCCA car numbers will be issued numbers prior to the event. The required identification package includes a front windscreen header and number plates for each side door and must be obtained from SCCA, Kurt Spitzner. No front, rear or roof plates are required or provided.

Competitor Registration

Registration Schedule

Course Note Stage Registration. Thursday 1800 to 1900 hours
Registration is by appointment scheduled during the following times: (Teams invited to the 0900 hrs Press Stage Run must sign up for an early registration time.)

September 5th
1600 to 1700 hrs FIA/CNAR and Seeds FIA, 0 and 1
1700 to 1800 hrs Seeds 2, 3, and 4
1800 to 1900 hrs Seeds 5, 6, and 7

September 6th
1500 to 1545 hrs FIA/CNAR and Seeds FIA, 0 and 1
1545 to 1630 hrs Seeds 2, National & Dual Competitors
1630 to 1715 hrs Seeds 3, and 4, National & Dual Competitors
1715 to 1800 hrs Seeds 5, 6, and 7, National & Dual Competitors
1800 to 2000 hrs ClubRally Competitors

September 7th
0730 to 0930 hrs Registration for ClubRally Competitors Only

Documentation

Competitors must be prepared to show competition and driver's licenses, **proof of vehicle insurance with level of coverage demonstrated**, proof of vehicle registration. All competitors and crew must sign the waiver. All service vehicles must be registered and proof of insurance **with level of coverage demonstrated** must be shown.

- **FIA Entrants:** Driver and Co-Driver must hold an FIA Rally License. For insurance purposes, FIA license holders must have a membership in the Sports Car Club of America.
- **CNAR/National Entrants:** Driver and Co-Driver must hold both an FIA and an SCCA ProRally license or CARS or FMAD National License.
- **National Entrants:** Driver and Co-Driver must hold an SCCA ProRally License or CARS or FMAD National License.
- **ClubRally Entrants:** Driver and Co-Driver must be members of SCCA or join at the event. Both must hold a ClubRally or ProRally license or attend the ClubRally Licensing Seminar before the rally.

ClubRally

ClubRally registration will be held from 1800 to 2000 hrs at HQ on Friday, September 6th and 0730 to 0930 hrs Saturday, September 7th.ClubRally competitors who do not hold a ClubRally license must complete the ClubRally licensing seminar held at the HQ hotel 1600 to 1800 hrs, September 6th.

Rally Operation

ORV PARK Parking

TheThurston County ORV Park is designated for Rally cars only for Parc Expose'. No Trailers or Service Vehicles may be parked at the ORV Park. All service vehicles may be taken to Service at Cook Reload.

The entrance to the HQ hotel is not large enough to accommodate trucks and trailers. Overflow truck and trailer parking is available at Corvette and High Performance, 2840-D Black Lake Blvd. SW, Tumwater (last year's scrutineering location).

Start

Official Time: Pacific Daylight Time. Rally time clock located at HQ and at service area may be checked for official time.

Start Order: Teams eligible to start in International, National and Dual will be posted at 08:00 hours at HQ prior to start. ClubRally will be posted at 0945 hours at HQ prior to start.

Penalties

Unless otherwise stated, all other penalties will be per SCCA penalty guidelines.

Reason	*Start Refused*	*Exclusion/Disqualification*	*Penalty*
Entry Fee	**x**		
Technical Inspection	**x**		
Over 15 min. Late at Start	**x**		
Reconnaissance Speeding	**x**		
Reconnaissance Fine not paid	**x**		
Incident Report Not Made		**x**	
Missing Car Numbers		**x**	
Opposite direction on special stage		**x**	
Stopping between Yellow Warning and Red Finish Line		**x**	
Special Stages:			
False start first offense			**10sec.**
False start second offense			**1min.**
False start third offense			**3min.**
Refusal to Start at time and in order			**10min.**
Time Controls:			
MPL is 30 minutes per section based on Actual Time			
MPL is 30 minutes per Leg based on Actual Time			
Each Minute Late for Penalty			**12sec.**
Each Minute Early or Late for MPL			**1min**
Course Note Stage Reconnaissance:			
First offence speeding			**$500.00**
Second offence speeding			**5min**
Third offence speeding		**x**	
Illegal reconnaissance		**x**	
Stage Traversal Violation		**X**	

Protests-Appeals

All Protests must be submitted in writing to the Clerk of Course with a Protest Fee of $150.00.

Any protest requiring the dismantling of the car will require an additional fee as follows:
Clearly defined part of the car (example, engine, transmission, steering, etc.) $250.00
Protest involving the whole car $500.00

The expenses involving the work and transport of the car will be paid by the claimant if the protest is unfounded or by the competitor whom the protest was lodged against if the protest is upheld. If the protest is unfounded and the expenses incurred by the protest are higher than the amount of the deposit, the claimant must pay the difference. If the amount is less, the difference will be returned to the claimant.

Reconnaissance Stage

There is <u>NO</u> Reconnaissance Stage. It has been replaced by the Course Note Stage.
Reconnaissance for the Wild West International ProRally would likely cause disturbance that could jeopardize the running of the event. Because of this, reconnaissance is not available: Illegal reconnaissance may led to Exclusion/Disqualification.

Course Note Stage

Course Note Stage Date: Friday, September 6th. 1300 to 1500 hours

Course Note Stage Regulations
Unrestricted reconnaissance for the Wild West International ProRally would likely cause disturbance that could jeopardize the running of the event. Because of this, reconnaissance is restricted in both duration and number of passes, and is governed by the following set of strictly-enforced regulations:

1. **Vehicles.** Competitors may use any street licensed vehicle that is not prepared for rally competition. Tires must be DOT approved. No rally tires allowed.
2. **Registration.** Competitors are required to register for the Course Note Stage. Registration may be made at HQ Thursday, September 5th, 1800-1900 hours . Proof of valid registration and insurance for the reconnaissance vehicle must be presented at this registration. Note that this is an abbreviated registration strictly for the Course Note Stage. It does not constitute full registration for the event.
3. **Route Book.** Upon successful completion of registration competitors will be issued a Course Note Stage booklet that contains a map along with a route book.
4. **Numbers.** Upon successful completion of reconnaissance registration competitors will be issued Course Note Stage numbers that must be affixed to the outside of the rear side window on both sides of the car. Failure to correctly display these numbers will result in refusal to participate in the reconnaissance.
5. **Log Sheet.** Upon successful completion of Course Note Stage registration, competitors will be issued with a log sheet that must be carried in the car for the duration of the reconnaissance. This log sheet will be used to record every run of the course note stage. It must be presented to the stage marshal located at the start of the stage to be annotated and initialed.
   Failure to produce this card will result in refusal to participate in the reconnaissance.
6. **Stage Traversal.** Competitors are permitted on the stage road only between the posted opening and closing times for the stage. Travel along a stage may only be in the direction of the stage. No reversing is permitted in a stage. Competitors are permitted a maximum of 2 passes of the stage. Competitors who violate of any of these three regulations (open times, direction of travel, number of passes) will be prohibited from starting the rally.
7. **Traffic Regulations.** All of the roads, both stages and liaisons, are open to the general public during reconnaissance. Competitors will likely encounter local non-rally traffic traveling in both directions. All competitors must obey all local traffic regulations. A maximum speed of 35mph, or the posted legal limit if lower, is imposed on all special stages during reconnaissance. Radar will be used to verify compliance with speed limits. A fine of $500 will penalize the first infraction. A second infraction will cause a five (5) minute time penalty. Competitors who receive a third infraction will be prohibited from starting the rally. Any fines imposed must be paid before the start can be taken.
8. **Exclusion.** Any competitor attempting to participate in reconnaissance under any condition that is grounds for refusal to participate will not be allowed to start the rally.

Scrutineering

ALL CARS MUST BE CLEAN INSIDE AND OUT BEFORE ENTERING SCRUTINEERING!! Cars not clean will be refused inspection until clean.

Technical inspection will be held from 1600 to 2000 hrs Thursday, September 6th for FIA/CNAR, National and Dual Competitors per scheduled appointments:

1600 to 1700 hrs FIA/CNAR, Seeds 0, 1
1700 to 1800 hrs Seed 2 National and Dual Competitors
1800 to 1900 hrs Seeds 3, 4 National and Dual Competitors
1900 to 2000 hrs Seeds 5, 6, and 7 National and Dual Competitors

Technical inspection will be held from 1500 to 1800 hrs Friday, September 7th for FIA/CNAR, National and Dual Competitors by appointment only

ClubRally Competitors will tech between 1800 to-2000 hours Friday, September 7th. and 0730 to 0930 hours September 8th in any order unless otherwise specified

from the FIA General Prescriptions for Rallies

XV. SCRUTINEERING - ADMINISTRATIVE CHECKS

15.1 Scrutineering before the start and during the rally

15.1.1 All crews and cars taking part in the rally must arrive at scrutineering (and/or administrative checks) in accordance with the given timetable.

15.1.2 Any crew reporting to the scrutineering area (and/or administrative checks) outside the time limits prescribed in the supplementary regulations of the rally will not be allowed to start, except in a case of force majeure duly recognised as such by the Stewards.

15.1.3 The crew must show the car's homologation form as well as any appendices to this form. If these are not submitted, the Stewards may pronounce a penalty which may go as far as refusal to allow the car to start.

15.1.4 After scrutineering, if a car is found not to comply with technical and/or safety regulations, the Stewards may set a deadline before which the car must be made to comply.

15.1.5 Any car which does not comply may be refused the start by the Stewards based on the report presented by the scrutineers.

15.1.6 The checks carried out before the start will be of a completely general nature (checking of licenses, make and model of car, apparent conformity of the car with the group in which it is entered, essential safety items, conformity of the car with the National Road Traffic Laws, etc.).

15.1.7 This shall include:

15.1.7.1 ~~Identification of the crew. Each member must have with him two recent identity photos (4 x 4 cm).~~

15.1.7.2 Identification of the car, the chassis and cylinder block, any of which may be marked at any time.

15.1.8 Additional checking, of the crew members as well as of the car, may be carried out at any time during the rally. The competitor is responsible for the technical conformity of his car throughout the duration of the rally, under penalty of exclusion to be pronounced by the clerk of the course.

15.1.9 Should identification marks (see Article 15.1.7) be affixed, it is the responsibility of the crew alone to see that these are preserved intact until the end of the rally. Should they be missing, the clerk of the course will exclude the car from the rally. It is also the responsibility of the crew to see to it that any part of the car, which has been handled during checking, is reinstalled correctly.

15.1.10 Any fraud discovered, and in particular identification marks presented as original and untouched which have been tampered with, will result in the exclusion by the clerk of the course of the crew, as well as of any other competitor or crew who has helped or been involved in the carrying out of the infringement. This will not prejudice any demands which may additionally be made to the competitor's or accomplice's ASN concerning the imposition of heavier sanctions. Additionally, the Stewards may apply Article 152 of the Code if they deem it necessary.

Production and Production GT vehicles must be prepared to show vehicle manuals upon request. Log Books must be presented. New logbook issue and annual inspections can be performed.

Competitors who participate in the Press Stage must pass Scrutineering before the Press Stage.

Technical inspection for ClubRally competitors will take place on Friday, September 6th, from 1800 to 2000 hours and Saturday, September 7th 0730 to 0930 hours at Olympia Auto Mall Texaco, 2125 Caton Way SW, Olympia, WA . Logbook issue and annual inspections are not available during this time.

Directions from HQ:
Go South in EVERGREEN PARK DR SW (0.04 miles) towards LAKERIDGE WAY SW by turning left.
EVERGREEN PARK DR SW becomes S EVERGREEN DR SW (0.28 miles)
S EVERGREEN DR SW becomes EVERGREEN PARK DR SW (0.26) miles
Turn RIGHT onto COOPER POINT RD SW (0.13 miles)
Turn RIGHT onto CATON WAY SW (0.04 miles)
Total distance (0.75 miles) (3 minutes travel time)

During the event cars that have been in an incident resulting in damage to the vehicle will be re-inspected by a licensed scrutineer. Re-entry to the rally will be at the discretion of the scrutineer based on safety and rule guidelines of the 2002 Performance Rally rulebook.

Press Stage

The Press Stage is designed to showcase the drivers and cars on a short course. It is by invitation only for each of three run groups. Run groups will be posted at HQ on Thursday September 5th. Media are invited to film and interview rally participants, VIPs associated with the rally event and other rally officials. All Press Stage participants will be expected to provide at least one VIP or Media ride.

Spectator Area
One general viewing area has been designated.

Course Description
The Press Stage course is approximately 1 mile in length. It is composed of hard packed dirt and gravel. Competitors will run a "parade lap" prior to running the stage.

The Press Stage begins at **0900** hrs and runs until approximately **1200 hrs**. Directions to the Press Stage will be posted at HQ.

General Schedule
Teams should arrive 30-45 minutes prior to their run group start time.

0830 hours Media and VIPs begin to arrive
0900 to 0945 hours First Run Group
0945 to 1030 hours Second Run Group
1030 to 1115 hours Third Run Group
1115 to 1200 hours Press Conference, Noon News Coverage

Limited Access to Event
There will be limited access to this event. Access is limited to persons holding: Press, VIP, Rally Official, Worker, Guest, Driver, Co-Driver, and Crew Passes. Medical personnel will also be present.

Stage and Control Operations

from the FIA General Prescriptions for Rallies

15.2 Final Control

15.2.1 As soon as each crew arrives it must drive its car to the parc fermé. A brief check shall be carried out there to verify:

15.2.1.1 Its conformity with the car submitted at initial scrutineering

15.2.1.2 If there is cause to impose any of the penalties provided for.

15.2.2 The absence of one of the identification marks, as per Article 15.1.7, shall result in exclusion.

15.2.3 Thorough scrutineering, involving the dismantling of the cars and/or as detailed in Article 15.2.5**,** may be carried out at the absolute discretion of the Stewards ex officio or following a protest or upon the recommendation of the clerk of the course.

15.2.4 Should the above-mentioned dismantling be the result of a protest, a deposit (the amount of which shall be specified in the supplementary regulations), to be paid in advance and covering all the costs incurred by the operation, shall be demanded from the claimant. If the protest is upheld, the deposit shall be reimbursed to the claimant, and charged to the defaulting competitor.

15.2.5 End-of-rally scrutineering will concern at least the following components:

- suspension
- brakes
- transmission
- the conformity of the chassis/body shell
- the restrictor and turbocharger if one exists.

The minimum number of cars to be scrutineered will be the first two cars of different makes in the general classification, the car classified first in Group A or N, the car classified first in the FIA Super 1600 Championship, if not included in the aforementioned, and possibly the car classified first in the promotion category.

XVI. START AND RESTART

Before the start and before any restarts, the Organizers may assemble all the competing cars in a starting area, on the conditions given in the supplementary regulations. In this case, the penalties (exclusively pecuniary) for late arrival in the start area shall be specified in the supplementary regulations.

16.1 Crews may enter the start parc fermé 10 minutes before their start time.

16.2 The target starting time will appear on each crew's time card.

16.3 Any late arrival, ascribable to the crew, at the start of the rally or of a leg or a section shall be penalized by 10 seconds for every minute or fraction of a minute late. Any crew reporting more than 15 minutes late shall not be allowed to start.

16.4 Since the crews have 15 minutes within which to report at the start of the rally, of a leg or a section, if they report within these 15 minutes the actual starting time shall be entered on the time card.

16.5 The starting order, as detailed in the relevant Championship regulations, will then remain unchanged until at least 10 % of the total distance of the special stages has been completed.

16.6 The starting order for the subsequent legs will then be determined according to the provisional classification established at the end of the previous leg and will be posted at the time specified in the programme of the supplementary regulations.

XVII. TIME CARD

17.1 At the start of the rally, each crew is given a time card on which the time allowed to cover the distance between two consecutive time controls shall appear. This card has to be handed in at the finish control of one section and replaced with a new one before the start of the next section. Several time cards may be issued together, bound in the form of a book, covering a section or leg of the rally. Each crew is solely responsible for its time card. The crew alone is responsible for submitting the time card at the different controls and for the accuracy of the entries. The crew is responsible for any entries made on the time card. Therefore, it is up to the crew to submit its time card to the marshals at the correct time, and to check that the time is correctly entered.

Hours and minutes must always be shown thus: 00.01 - 24.00, only the minutes which have elapsed will be counted. Throughout the rally, the official time is that specified in the supplementary regulations.

17.2 The time card must be available for inspection on demand, especially at the controls where it must be presented personally by a member of the crew for stamping and entry of times recorded.

17.3 Any correction or amendment made to the time card will result in exclusion by the clerk of the course, unless the appropriate marshal has approved such correction or amendment.

17.4 The absence of a stamp or signature from any passage control, the absence of a time entry at a time control, or the failure to hand in the time card at each control (time, passage or regrouping) or at the finish, will result in the exclusion of the crew concerned by the clerk of the course.

17.5 The appropriate marshal is the only person allowed to enter the time on the time card, by hand or by means of a printout device.

17.6 Any divergence between the times entered on the crew's time card and those entered on the official documents of the rally will form the subject of an inquiry by the Stewards, who will deliver a final judgment.

XVIII. PROCEDURE FOR THE FUNCTIONING OF CONTROLS

18.1 General provisions

18.1.1 All controls, i.e. passage and time controls, start and finish of special stages, regrouping and neutralization control areas, are indicated by means of FIA approved standardized signs.

18.1.2 A warning sign on a yellow background marks the beginning of the control area. At a distance of no less than 25 m, an identical sign on a red background indicates the position of the control. The end of the control area, approximately 25 m further on, is indicated by a final sign on a beige background with three black transversal stripes.

18.1.3 All control areas (i.e. all the areas between the first yellow warning signal and the final beige sign with three transversal stripes) are considered as parcs fermé (see Article 20.1.2) and no repairs or assistance may take place within the control area.

18.1.4 The stopping time within any control area must not exceed the time necessary for carrying out control operations.

18.1.5 The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table.

18.1.6 The marshals may not give them any information on this target check-in time.

18.1.7 Controls shall be ready to function 15 minutes before the target time for the passage of the first competing car.

18.1.8 Unless the clerk of the course decides otherwise, they will cease to operate 15 minutes after the target time for the arrival of the last competing car, plus exclusion time.

18.1.9 Crews are obliged to follow the instructions of the marshal in charge of any control. Failure to do so will result in a penalty which may go as far as exclusion, at the discretion of the Stewards**.**

18.2 Signage of controls

18.2.1 The signs which appear in Appendix I must be used.

18.2.2 All controls, i.e. time controls, passage controls, starting and finishing controls of special stages and stop points, are indicated by means of standardized signs complying with the drawings in Appendix I.

18.2.3 The signage of the control area is carried out by means of three signs as described hereafter: (see Appendix I). N.B. If need be, the signs on a yellow background can be made more conspicuous by the addition of a yellow flag, and the signs on a red background, by a red flag.

18.2.4 Time Control

18.2.4.1 Sign N°1 on a board with a yellow background indicates the beginning of the control area.

18.2.4.2 The location of the control itself is indicated by sign N°1 on a red background, the end of the control area being indicated by sign N°5 (beige background).

18.2.5 Passage Control

Signs will be displayed in the same manner as at time controls, except that the sign used will be N°2 at the beginning of the control area and at the control, with sign N° 5 to indicate the end of the control area.

18.2.6 Special Stage

18.2.6.1 The starting point is indicated by means of a sign N°3 on a red background.

18.2.6.2 Sign N°4 on a yellow background precedes the finish. Sign N°4 on a red background indicates the finishing line, where times will be taken.

18.2.6.3 A "STOP" sign on a red background is placed approx. 100 to 300 m further on.

18.3 Control area

All control officials must be identifiable. At each control, the chief must wear a distinctive tabard in order to be immediately identifiable.

18.4. Passage Controls

At these controls, identified by the signs shown in Appendix 1, the marshals must simply stamp and/or sign the time card as soon as it is handed in by the crew, without mentioning the time of passage.

18.5 Time Controls

At these controls, the marshals shall mark on the time card the time at which the card was handed in. Timing will be recorded to the complete minute.

18.6 Check-in procedure

18.6.1 The check-in procedure begins at the moment the car passes the time control area entry sign.

18.6.2 Between the area entry sign and the control, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.

18.6.3 The actual timing and entry of the time on the time card can only be carried out if the two crew members and the car are in the control area and within the immediate vicinity of the control table.

18.6.4 The check-in time corresponds to the exact moment at which one of the crew members hands the time card to the appropriate marshal.

18.6.5 Then, either by hand or by means of a print-out device, the appropriate marshal marks on the card the actual time at which the card was handed in, and nothing else.

18.6.6 The target check-in time is the time obtained by adding the time allowed to complete the road section to the start time for this section, these times being expressed to the minute.

18.6.7 The crew will not incur any penalty for checking in before time if the car enters the control area during the target check-in minute or the minute preceding it.

18.6.8 The crew does not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the target check-in minute.

18.6.9 Example: A crew, which is supposed to check in at a control at 18h58', shall be considered on time if the check-in takes place between 18h58'00" and 18h58'59".

Any difference between the actual check-in time and the target check-in time shall be penalized as follows:

a) for late arrival: 10 seconds per minute or fraction of a minute

b) for early arrival: 1 minute per minute or fraction of a minute.

18.6.10 At the discretion of the clerk of the course, a crew, which has been penalized for early arrival, may be neutralized for the amount of time necessary for it to leave at the time originally envisaged.

18.6.11 At the time controls at the end of a leg, of a section, of a regrouping, or at the end of the event, the Organizers may authorize the crews to check in advance without incurring any penalty, provided that this clause has been stated in the supplementary regulations of the rally or is indicated in a later bulletin. However, the time entered on the time card is the scheduled time of the rally, not the actual time.

18.6.12 Lastly, if it is found that a crew has not observed the rules for the check-in procedure as defined above (and especially by entering the control area more than a minute before the actual check-in time), the chief marshal at the control must make this the subject of a written report to be sent immediately by the clerk of the course to the Stewards, who will impose any appropriate sanction.

18.7 Time of Leaving Controls

18.7.1 If the next road section does not start with a special stage, the check-in time entered on the time card shall constitute both the arrival time at the end of the road section and the starting time of the following one.

18.7.2 However, when a time control is followed by a start control for a special stage, the following procedure shall be applied:

a) These two controls shall be included in a single control area (see Articles 18.1.3 and 21.1.2), the signs of which shall be laid out as follows:

a1) Yellow warning sign showing a clock face (beginning of area).

a2) Red sign showing a clock face (time control) at a distance of approximately 25 m.

a3) Red sign showing a flag (start of the special stage) at a distance of 50 to 200 m.

a4) Finally, end of control sign (3 transversal stripes on a beige background) 25 m further on.

b) At the time control at the finish of a road section, the appropriate marshal will enter on the time card on the one hand the check-in time of the crew and on the other, its provisional starting time for the following road section. There must be a 3-minute gap to allow the crew to prepare for the start. If two or more crews check in on the same minute at a time control immediately prior to the start of a Special Stage, their provisional start times for that Special Stage shall be in the order of their relative arrival times at the preceding time control. If the arrival times at the preceding time control are the same, then the times at the time control previous to that one will be taken into account and so on.

c) Immediately after checking in at the time control, the competing car is driven to the control for the start of the special stage. The marshal in charge of this control enters the time foreseen for the start of the stage on the stage sheet, which normally corresponds to the provisional starting time for the road section. He will then start the crew according to the procedure laid down in these Prescriptions (see Article 19.4).

d) If following an incident a divergence between the two entries exists, the starting time of the special stage is binding, unless the Stewards decide otherwise.

18.8 Exclusion

Crews are bound, under pain of exclusion, to check in at all times in the correct sequence and in the direction of the rally route. It is also prohibited to re-enter the control area.

18.8.1 Any lateness exceeding 15 minutes on the target time between two time controls, or a lateness exceeding 30 minutes at the end of each section and/or leg of the rally, or a total lateness for the whole of the rally of more than 60 minutes will result in the exclusion of the crew by the clerk of the course. In calculating such exclusion, the actual time and not the penalty time (10 seconds per minute) applies.

18.8.2 Early arrival shall under no circumstances permit crews to reduce the lateness counting towards exclusion. However, penalties for early arrival at a time control are not taken into consideration when calculating the time counting towards exclusion for exceeding the maximum lateness.

Examples:

Road Section A :

Start 12h00 - target time 1h00 - check-in time 13h10

Penalty for late arrival = 10 x 10 seconds = 1 min. 40 seconds

Lateness counting toward exclusion = 10 mins.

Road Section B :

Target time 1h30 - check-in time 14h20

Penalty for early arrival = 20 mins.

Lateness counting towards exclusion = 10 mins. (not compounded)

Road Section C

Target time 2h00 - check-in 16h30

Penalty for late arrival = 10 x 10 seconds = 1 min. 40 seconds

Lateness counting towards exclusion = 10 additional mins.

TOTAL ROAD SECTIONS A + B + C

Total penalties (for late and early arrivals):

1 min. 40 seconds + 20 mins. + 1 min. 40 seconds = 23 mins. 20 seconds.

Total lateness counting towards exclusion: 10 + 10 = 20 mins.

18.8.3 The Stewards, upon the proposal of the clerk of the course may increase the exclusion time at any point. The crews concerned shall be informed of this decision as soon as possible.

18.8.4 Exclusion for exceeding the maximum permitted lateness may only be announced at the end of a section or at the end of a leg.

18.9 Regrouping Controls

18.9.1 Regrouping areas may be set up along the route. Their entry and exit controls are subject to the general rules governing the controls (see Articles 18.1, 18.2 and 18.3).
Inside a regrouping area, the engines may be started by means of an external battery. This battery must not then be taken on board the car.
18.9.2 The purpose of these regrouping areas will be to reduce the intervals, which may have occurred between competing cars as a result of late arrivals and/or retirements. Thus, the starting time from the regrouping control and not its duration must be taken into account.
18.9.3 Example:
120 cars at the start of the rally
First regrouping of 4 hours
Starting time from the regrouping control: 12h01
18.9.3.a Target time for the arrival of car N°1 at the regrouping control 8h01.
Target time for the arrival of car N°120 at the regrouping control 10h00.
18.9.3.b Actual arrival time of car N°1 at the regrouping control 8h45.
Actual arrival time of car N°120 at the regrouping control 11h50
(60 cars have retired during this part of the rally).
18.9.3.c Starting time of car N°1 12h01.
Starting time of car N°120 13h00.
The respective length of stopping time shall therefore have been:
- 3h16 for car N°1.
- 1h10 for car N°120.

18.9.4 On their arrival at these regrouping controls, the crews will hand the appropriate marshal their time card book. The crews will receive instructions on their starting time. They must then drive their car immediately and directly to the parc fermé (XX). Engines must be stopped. The Organizers may give them a new set of time cards either at the entrance or at the exit of the parc fermé.
18.9.5 After regrouping the starting order should follow, as far as possible, the general classification drawn up on arrival at the regrouping area. Otherwise, cars should start in the order in which they started the previous section. In no case can the times set during special stages alone be taken into consideration when establishing the general classification which must include road penalties as well as any other penalties expressed in time.

XIX. SPECIAL STAGES

19.1 Special stages are speed tests on roads closed for the rally. For special stages and competitive sections, timing will be to the second, except in the World Championship in which the timing will be to the tenth of a second. However, timing to the tenth of a second is permitted for rallies counting towards Championships other than the World Championship.
19.2 During the special stages, the crew must wear approved crash helmets and safety belts when in the car, under pain of exclusion.
19.3 Crews are forbidden to drive in the opposite direction to that of the special stage, under pain of exclusion to be pronounced by the clerk of the course.
19.4 Special stages commence from a standing start, with the car placed on the starting line. Any car not able to start from this point in the 20 seconds following a signal to do so is excluded and the car is immediately removed to a safe place.

19.5 Starts of special stages will be given as follows:

19.5.1 When the car with its crew on board has stopped in front of the starting control, the marshal will enter the time scheduled for the start of the car in question on the special stage time card (hour and minute). He will hand this document back to the crew and will count down aloud: 30" - 15" - 10" and the last five seconds one by one.
Alternatively, this method may be replaced by an electronic countdown system, counting down by seconds and clearly visible to the crew from the start position. This system may be electronically coupled to a start line detection device that records any situation where a car leaves the start line ahead of the correct signal. This system may also be synchronized with a starting lights system of which the description and regulations must be included in the supplementary regulations of the rally.

19.5.2 When the last five seconds have elapsed, the starting signal shall be given whereupon the car must start immediately.

19.6 The start of a special stage may only be delayed in relation to the scheduled starting time by the appropriate marshal in a case of force majeure.

19.7 In the event of a late start ascribable to the crew, the appropriate marshal will enter a new time, the penalty then being 1 minute per minute or fraction of a minute late.

19.8 A false start, particularly one made before the signal has been given, is penalised as follows:

1st offence: ten seconds,

2nd offence: 1 minute,

3rd offence: 3 minutes,

further offences: at the Stewards' discretion.

These penalties do not prevent the Stewards from imposing heavier penalties if they judge it necessary.

19.9 Special stages end in a flying finish, stopping between the yellow warning sign and the stop sign being forbidden on pain of exclusion. Timing is recorded on the finish line, using chronometers, which must have print-out equipment, and are backed up by stopwatches, print-out not compulsory. At the finish of special stages, the timekeepers must be positioned level with the timing line which is indicated by a sign with a chequered flag on a red background.

19.10 Any crew refusing to start in a special stage at the time and in the position allocated to it shall be given a penalty by the Stewards, upon the proposal of the clerk of the course, of at least 10 minute, and which may go as far as exclusion if the clerk of the course so requests, whether the special stage is run or not.

19.11 The crew must then report to the Stop Point indicated by a red "STOP" sign to have its finishing time entered on the special stage time card (hour, minute, second, and tenth of a second for the World Championship). If the timekeepers cannot give the exact finishing time to the marshals immediately, the latter will only stamp the crew's special stage time card and the time will be entered at the next neutralisation area or regrouping control.

19.12 If, through a fault of the crew, the time entry cannot be made, the following penalties shall be imposed:

19.12.1 at the start: exclusion

19.12.2 at the finish (Stop Point): 5-minute time penalty.

19.13 The times recorded by the crews in each special stage, expressed in hours, minutes, seconds, and tenths of a second for the World Championship, shall be added to their other penalties (road, technical, etc.) expressed in time.

19.14 During a special stage, assistance is forbidden.

Any breach of this rule may result in the guilty competitor being excluded from the event by the Stewards upon the proposal of the clerk of the course. Such decision may only be announced at the end of a section or at the end of a leg.

19.15 The starting intervals for special stages must respect the same rules as those laid down for the start of the leg in question, unless the FIA grants a waiver.

XX. PARC FERME

20.1 General conditions

While the cars are subject to parc fermé rules, any repair or refueling is strictly forbidden, under pain of exclusion. The cars are subject to the parc fermé rules:

20.1.1 from the moment they enter a starting area (if one exists), a regrouping area or an end of leg area, until they leave it (see Article 18.1.3);

20.1.2 from the moment they enter a control area until they leave it (see Article 18.1.3)

20.1.3 from the moment they reach the end of the rally until the time for lodging protests has expired (see XXV) and the Stewards have authorised the opening of the parc fermé.

20.1.4 Nobody**,** except the officials of the rally carrying out a specific function, is allowed in the parc fermé.

20.1.5 At the start of a rally there may be a starting parc fermé, into which the cars must be driven a maximum of 4 hours before the start.

20.1.6 Crews may enter the parc fermé ten minutes before their starting time.

To leave a parc fermé for the start, regrouping halt or end of leg (see Article 20.1.1), the crew shall be allowed to enter the parc fermé 10 minutes before its starting time. If a regrouping park does not exceed 15 minutes, crews may remain in this regrouping park.

20.1.7 Only the officials on duty and/or the members of the crew are authorised to push a competing car inside or at the entrance to or exit from a parc fermé at a start, time control, regrouping halt or end of leg.

Inside the parc fermé, the engines may be started by means of an external battery. This battery must not then be taken aboard the car.

20.2 Repairs in parc fermé

20.2.1 If the scrutineers of a rally consider that the state of a car has become so defective that the safety of normal road traffic might be affected, this car must be repaired in the presence of a scrutineer.

20.2.2 The time taken for the repair must be considered, as so many minutes late, to prevent a crew from trying to regain the time lost during such repairs, the penalty for which is 1 minute per minute or fraction of a minute. The crew will be given a new starting time after the repair if the time taken results in any delay beyond the originally scheduled start time.

20.2.3 By way of exception and under the supervision of an authorised marshal or scrutineer, the crew may, while in the parc fermé, at the start, regrouping area or end of leg change the windscreen or rear window with the possibility of outside help.

20.2.4 If, in order to change the windscreen, it is necessary to straighten the bodywork and/or safety rollbar, Article 20.2.2 will apply.

20.2.5 These repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions set out in Article 20.2.2.

20.2.6 As soon as they have parked their car in the parc fermé, the drivers must stop the engine and leave the parc fermé and no member of the crew is allowed to re-enter it.

20.3 The drivers may not perform doughnuts at any time during the start, finish or other ceremonial procedures of a rally.

Service

Service Areas

There will be two service areas used during this rally; one at Cook Reload just off Kelley Road and one at the Mason County Fairgrounds off Hwy 101.

Ground cloths are required under the rally vehicles at all service areas.

All automobile fluids must be prevented from reaching the ground. Spills must be cleaned up properly. All pop ups must be weighted at the base to prevent blowing away in the event of winds.

The Mason County Fairgrounds area will be guarded through the night. However, this is a large area and precautions should be taken to prevent theft of property.

A fuel truck from Sunoco will be **located at the service areas**. Teams should be prepared to bring fuel cans to the designated refueling area and be prepared to refuel at that location only. (To be verified).

All service vehicles must be registered and properly identified while in the service areas. Service crews must also present proper identification while in service areas.

Service Restrictions

One vehicle per starting national or FIA car may provide service throughout the rally. One service vehicle is allowed for ClubRally. Additional vehicles may be allowed in the service area as space permits. These vehicles must be identified and registered. All pop-ups must be weighted at the bases to prevent their blowing away in the event of winds.

Refueling is prohibited in the Service Area. Refueling may only be accomplished at the designated Refueling Area noted in the Service Manual.

XII. SERVICING – REFUELING - REPAIRS

12.1 Servicing – General conditions

12.1.1 Service shall be defined as unrestricted work on a competing car except where limited in the present Article 12 and Article 12.2.

12.1.2 Throughout the rally, servicing of a competing car may be carried out only in service parks. However, the crew, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where this is specifically prohibited.

12.1.3 Any infringement concerning servicing or any action defined as "Prohibited Service" (see 12.2) noted by the rally officials may entail the application of Articles 152/153 of the Sporting Code by the Stewards. Depending on the gravity of the offence, other sanctions may be applied by the World Motor Sport Council.

12.1.4 Cars may be equipped with an electronic device which will make it possible to check that prohibited servicing has not been carried out on the car.

12.1.5 When necessary as part of service (i.e. changing a fuel tank or pump), emptying and/or refilling is permitted in a service park provided that:

I) the work is carried out under the supervision of a marshal,

II) no other work is carried out on the car during the emptying and/or refilling operation,

III) a suitable safety perimeter is established around the car,

IV) two fire marshals are present with fire extinguishers suitable for use on flammable liquids,

V) only sufficient fuel is added to reach the next refuel zone.

12.2 Definition of Prohibited Service

12.2.1 The use or receipt by the crew of any manufactured materials (solid or liquid), spare parts, tools or equipment other than those carried in the competing car.

12.2.2 Except in service parks or where specifically permitted by means of a Bulletin, on road sections the presence of team personnel or any team conveyance (including helicopters) within 0.50 mile of its competing car except:

- In special stages (from the yellow sign at the beginning of the Time Control to the stop sign at the end of the Special Stage). For competing cars waiting at the time control at the entrance to regroups or service parks or parked inside regroups where the passing of food, drink and information (data card, road book, etc.) to or from the crew is also permitted.
- Whilst transporting the crew(s) to or from the parc fermé.
- Solely for the purpose of transporting an extra battery to the parc fermé.
- Where the competing cars following the route as prescribed in the road book are required to use the same road(s) at the same time as team personnel following the service vehicle route as prescribed in the service book, provided that they do not stop at the same location at the same time.
- At points specifically designated solely for the exchange of gravel or ice notes. These points must be listed as ‘Information’ and posted on the official notice board.

12.2.3 The deviation of a rally car from the route of the rally.

12.2.4 The crew, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where this is specifically prohibited.

12.3 Service Parks

12.3.1 Service parks will be established in accordance with the following table:

Type	Time permitted in the park	Number of parks per leg	Max. SS distance between parks	Tire changes	Remarks
I	20' or 45'	Maximum 5	60 km or 37 Miles	Yes	45' only at end of legs 1 & 2 20' at end rally
II	20'	1	-	Yes	Before 1st SS of day
III	10'	Unlimited	-	No	

12.3.2 Service parks are indicated in the rally itinerary with a Time Control at the entrance and exit. (The 25 m distance referred to in Appendix 1 shall be reduced to 5 m). Preceding the entrance Time Control is a zone, closed off by barriers, to which only authorised personnel (mechanics, press, etc) are admitted.

12.3.3 The speed of cars in the service parks may not exceed 30 kph; failure to comply with this limit shall result in a penalty applied by the Stewards.

12.4 Vehicles allowed in the service parks

12.4.1 Two service vehicles per competing car starting the rally may provide service throughout the rally. These vehicles must be clearly identified by means of "Service" plates issued by the Organisers and affixed in the locations specified.

12.4.2 Other team vehicles must be identified by means of "Auxiliary" plates issued by the Organisers.

12.4.3 Where space permits, "Auxiliary" vehicles may be permitted to park next to their service vehicles admitted to the parks under Article 12.4.1 at the discretion of the Organisers.

12.4.4 Where there is insufficient space to conform to 12.4.3, the Organisers shall provide parking areas defined for auxiliary vehicles in the immediate vicinity of the service park.

12.6 Refueling

12.6.1 Competitors may only refuel in the refuel zones designated by the Organisers in the road book except as detailed under Article 12.1.5.

12.6.2 These refuel zones will be established immediately after the exit from the service parks. Their entry/exit shall be marked by a blue fuel can symbol.

12.6.3 Any action inside a refueling zone not directly involved in the refueling of the competing vehicle is prohibited.

12.6.4 In all refueling zones, a 5 mph speed limit will apply.

12.6.5 It is recommended that mechanics wear fire-resistant clothing.

12.6.6 The responsibility for refueling is incumbent on the competitor alone.

12.6.7 Engines must be switched off throughout the refueling operation.

12.6.8 It is recommended that the crew remains outside the car during refueling; however, should they remain inside, the safety belts must be unfastened.

12.6.9 In the event of a breakdown, the car concerned may be pushed out of the zone without incurring a penalty. An external battery may be used immediately after the exit of the zone.

Radio and Communications

Amateur radio is regulated in the United States under the Federal Communications Commission and follows FCC Part 97 rules and regulations.

The net control operators (Mountain Top) will be stationed in the Shelton Area.

Lee Chambers KI7SS and Paul Taylor KC7LA, will be acting as Chief of Communications during the rally events.

When a stage is HOT, ONLY the Stage Crew, Mountain Top, and Sweep are allowed on the stage frequency. Call Mountaintop (146.50) to speak with someone on the stage.

Stage frequencies are:
Simplex 2 meter: 146.49 MHz; 146.58 MHz; 147.46 MHz; 147.48 MHz; 147.54 MHz

The primary simplex frequency for the Mountain Top (Control Net) will be 147.50 MHz.

All other non-safety HAM radio traffic may use any amateur radio frequency as long as it does not interfere with activities on the above frequencies. Please be advised of the frequencies listed above and make sure there is a enough adjacent co-channel separation not to cause interference on the any of the above frequencies before using a frequency. Also, please abide by all FCC Part 97 Rules and Regulations and use frequencies set in the area's band plan. Please be aware of the other area repeaters and stay clear of their input frequencies. You can purchase a repeater listing book from SERA at http://www.sera.org or from the American Radio Relay League at http://www.arrl.org. Non-safety net communication will not be monitored by the rally net control operators. If you have an emergency to report, then please switch to the primary repeater frequencies and say, "Break-break," so the net control will know you have an emergency.

Please be advised, those wishing to operate on the citizens band or the family radio service band, the terrain over the rally area is very mountainous and communication on these bands will be very limited. Also, these bands will not be monitored by the safety net.

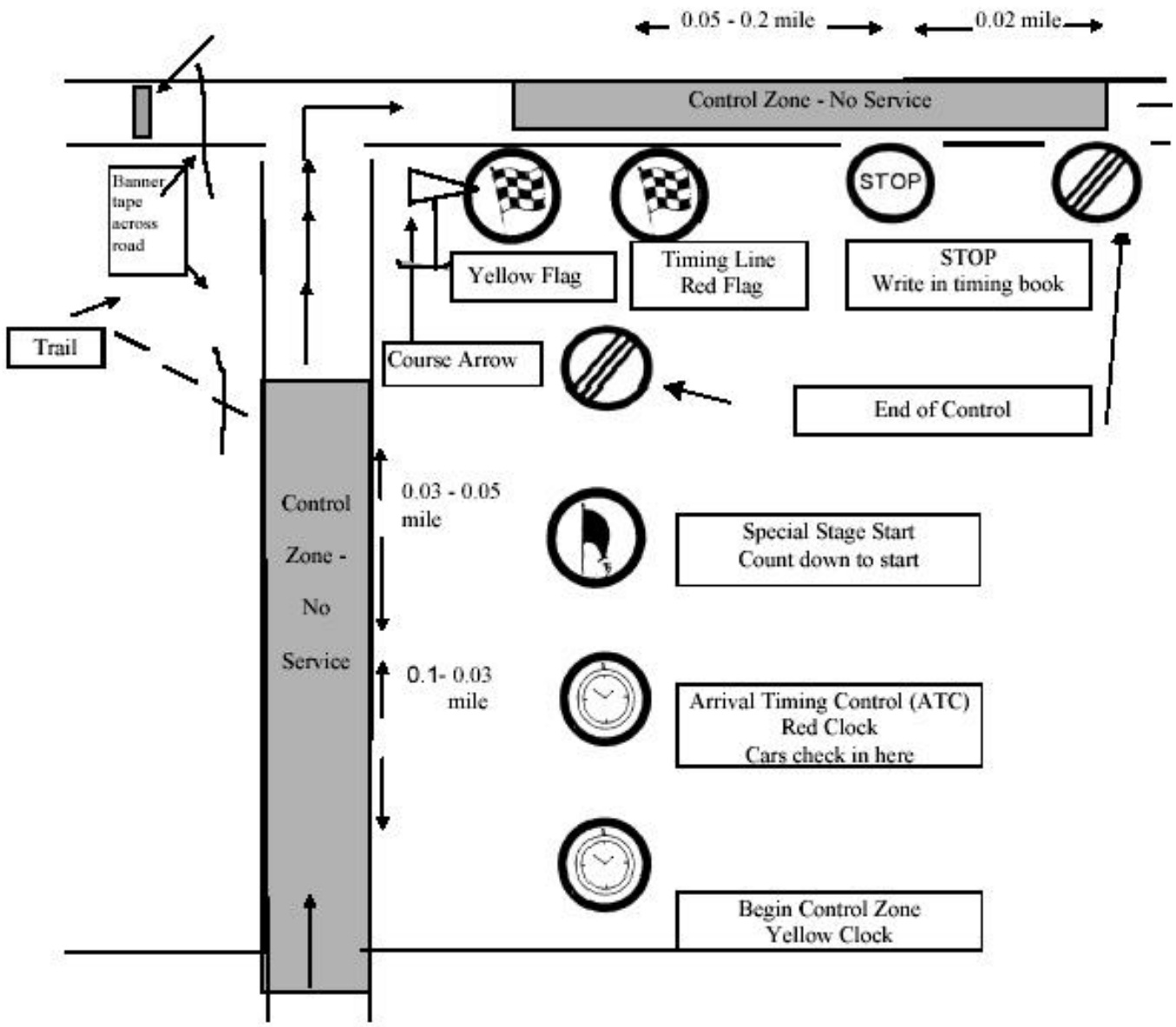
Route

Stage Maps and Leg Schedules

Appendix A contains the route and stage maps.

Layout

Control Area Layout



Competitor Relations Officer

Joe Noyes

The role of the Competitors' Relations Officer is to inform the competitors and act as a mediator between the competitors and the Stewards. The CRO will answer questions and provide information and clarifications in connection with the Regulations and the running of the rally. The CRO will also avoid forwarding questions to the Stewards that can be solved satisfactorily by a clear explanation (e.g. resolve disputes over times with the assistance of the time keepers).

The CRO will be available at the following times and locations:

Friday September 6th
Registration (pm) and Scrutineering (am)

Saturday September 7th
ORV start
Regrouping halt at the Cook Reload
Service Area

Sunday September 8th
Mason County Fairgrounds Service Area
Shelton Parc Expose
Service Area
Little Creek Casino Finish

Social Functions

Hyundai Welcome and Rally Staff Appreciation Party: Friday September 6th, 2000 to 2200 hrs at HQ.

Awards Banquet: Sunday, September 8th, **1900**, at the Little Creek Casino.

Should your team require assistance in planning a social event at the rally, please see Joe Noyes

Insurance and Medical Information

Liability and Accident Insurance, Master Policy

Event insurance is written by ACE American Insurance Company through Weisenburg Insurance and Risk Management.

> "General Description
> This insurance is intended to protect SCCA/SCCA Pro, the regions and members, track owners, land owners and sponsors of the event, drivers and their crews, and owners and sponsors of vehicles entered in an event from Bodily Injury, Property Damage, Personal Injury, or Advertising Injury claims arising out of a covered incident at a SCCA or SCCA Pro event." c.f. SCCA 2001 Insurance Handbook

Event insurance begins and ends with event activities. All competitors and crews must sign the waiver prior to taking part in any portion of the event.

Performance Drug Use and Substance Abuse Statement

The use of performance enhancing and doping practices in sport are condemned by the FIA and organizers. These may include but are not limited to Stimulants, Anabolic Agents, Hormones, and substances deemed illegal in the US.

Use of any drugs for legitimate medical purposes that could be considered performance enhancing should be reported to the **Chief Medical Officer, Dr. Floyd Shrader** prior to the event. The organizers reserve the right to request an analysis for use of illegal and controlled substances from competitors at any time during the event.

Medical Information

Emergency Number 911 for use in life threatening and injury situations throughout the US.

Hospital Listing and Directions

Olympia Area

St. Peter Hospital
413 Lilly Rd NE
Olympia, WA
360-491-9480

Capitol Medical Center
3900 Capitol Mall Dr.
Olympia, WA
360-754-5858

McCleary Area:

Mark Reed Hospital
322 S. Birch Street
McCleary, WA
360-495-3244

Shelton Area:

Mason General Hospital
901 Mt. View Dr.
Shelton, WA
360-426-1611

General Information

Hotels

Rally Headquarters Hotel:

WestCoast Olympia Hotel
2300 Evergreen Park Dr SW
Olympia, WA 98502-6008

PHONE: (360) 943-4000
FAX: (360) 357-6604
RES: (800) 325-4000

Alternate Hotels:

Extended Stay America
1675 Mottman Road SW
Tumwater, WA 98512

Telephone: (360) 754-6063
Fax: (360) 754-6025
1-800-EXT-STAY
$65 USD per night

Motel 6
400 W. Lee St
Tumwater, WA 98501
360-754-7320

Guesthouse Inn
Exit 101 I-5 (1600 74th Ave SW, Tumwater, WA 98512).
800-21GUEST/ 360-943-5040

Comfort Inn
Exit 101 I-5 (1620 74th Ave SW, Tumwater, WA 98512).
360-352-0691

Ameritel Inns
Exit 109 I-5
4520 Maritn Way E
Olympia, WA 98516
360-459-8866

Pharmacies

Longs	1200 CooperPoint Road SW	360-786-0411
Walgreens	1510 CooperPoint Road SE	360-570-8008

Malls/Dept. Stores

Capital Mall	625 Black Lake Rd SW	360-754-8017
Target	2925 Harrison Ave NW	360-491-9480

Fuel

Sunoco, The Official Fuel of SCCA, will have 3 grades of race fuel available on their truck at the service areas. (To be verified).

Auto Supplies and Parts

Schucks Auto Supply, 4017 Pacific Ave SE, Lacey, WA 360-491-2100

Signs/Vinyl Graphics

Fastsigns, 4127 Pacific Ave SE, Lacey, WA (360) 438-3800

Towing Services

At event: our sweep vehicles will be providing car extraction services from the stages. When possible, they will tow the cars to the end of the stage or nearest location where crews can arrange for them to be picked up.

Towing Services in Olympia Area:
Nisqually Towing 360-491-1758

Towing Service in the Oakville/Elma Area
Harvey's Towing 360-482-2334

Towing in the Shelton Area:
Jim's Towing 360-426-7187

Auto Glass Repair

Auto GlasPro, 2900 Pacific Ave SE, Olympia, WA 360-754-9447

Local Facts and Information

General Area Information

Time Zone: Pacific Daylight Time

Weather: During the date of the rally it will be the beginning of the Fall season. This area of the Pacific Northwest of the United States is known for variable weather during this period. Generally temperatures range from low to mid 50's (F) at night and in the early morning to the high 60's or low 70's (F) during the day..

Olympia Thurston County Visitors and Convention bureau PO Box 7338, Olympia WA. 98507 360-704-7544
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www.visitolympia.com

Thurston County, Washington, is located at the southern end of Puget Sound in the beautiful Pacific Northwest. Majestic Mount Rainier and the rugged Cascade Mountains are nearby to the east, while Washington's Pacific Ocean coast is just an hour's drive to the west. Thurston County is 60 miles south of Seattle, Washington and is 100 miles north of Portland, Oregon.

Thurston County is home to more than 200,000 residents. Nearly 100,000 residents live in the more urban north county areas in and around the cities of Lacey, Olympia, and Tumwater. The rest live in and around the smaller towns of Bucoda, Tenino, Rainier, and Yelm and in the more rural areas of Thurston County.

Thurston County is the eighth most populated county among Washington State's 39 counties and is among the fastest growing counties in the Pacific Northwest.

Visitor's Guide
http://www.co.thurston.wa.us/tc_tourist_information.htm

Driving in the US

Driving is on the Right hand side of the road. Speed limits are posted and may vary from 15mph to 70mph. Generally speed limits on interstates range from 55mph to 70mph. Right turns are allowed at Red Lights from the right lane after coming to a complete stop unless otherwise posted Competition auxiliary driving lights should not be used outside of stage areas.

Area Activities

Recommended Attractions:

Experience Washington

You can call a Washington State Travel Counselor.
They're available every day from 7:00 am to 7:00 pm (PST) at (360) 725-5052.

Visit Seattle
Explore Volcano Country
Mount St. Helens National Volcanic Monument
Mt Rainier National Park
Olympic National Park

Appendix A